



Hours of Delay Increased



Caltrans uses sensors to collect vehicle counts and speeds at all hours of the day on metropolitan-area freeways throughout California. This information helps identify congestion bottlenecks. Our core goal is to reduce the amount of time Californians spend accessing the people, jobs, goods, and services they need.

Caltrans measures congestion in terms of vehicle hours of delay, or the extra time spent in traffic beyond what people would experience if they were traveling at a certain speed. Caltrans uses a 35 mph and 60 mph speed on the freeways to distinguish heavy congestion (motorists traveling less than 35 mph) from all congestion experienced for motorists traveling less than 60 mph.

Statewide Average Daily Vehicle Hours of Delay* (at 35 miles per hour)

2009	2010	2011	2012
273,000	332,000	303,000	328,000

* non-holiday, weekdays.

California has some of the most congested freeways in the nation. The time motorists spent in traffic on the state highway system increased in 2012 from the year before. Nobody is more likely to get stuck in traffic than someone driving in Los Angeles County. The graph below shows increases and increases on delay trends most likely due to the economy that is beginning to grow again and the

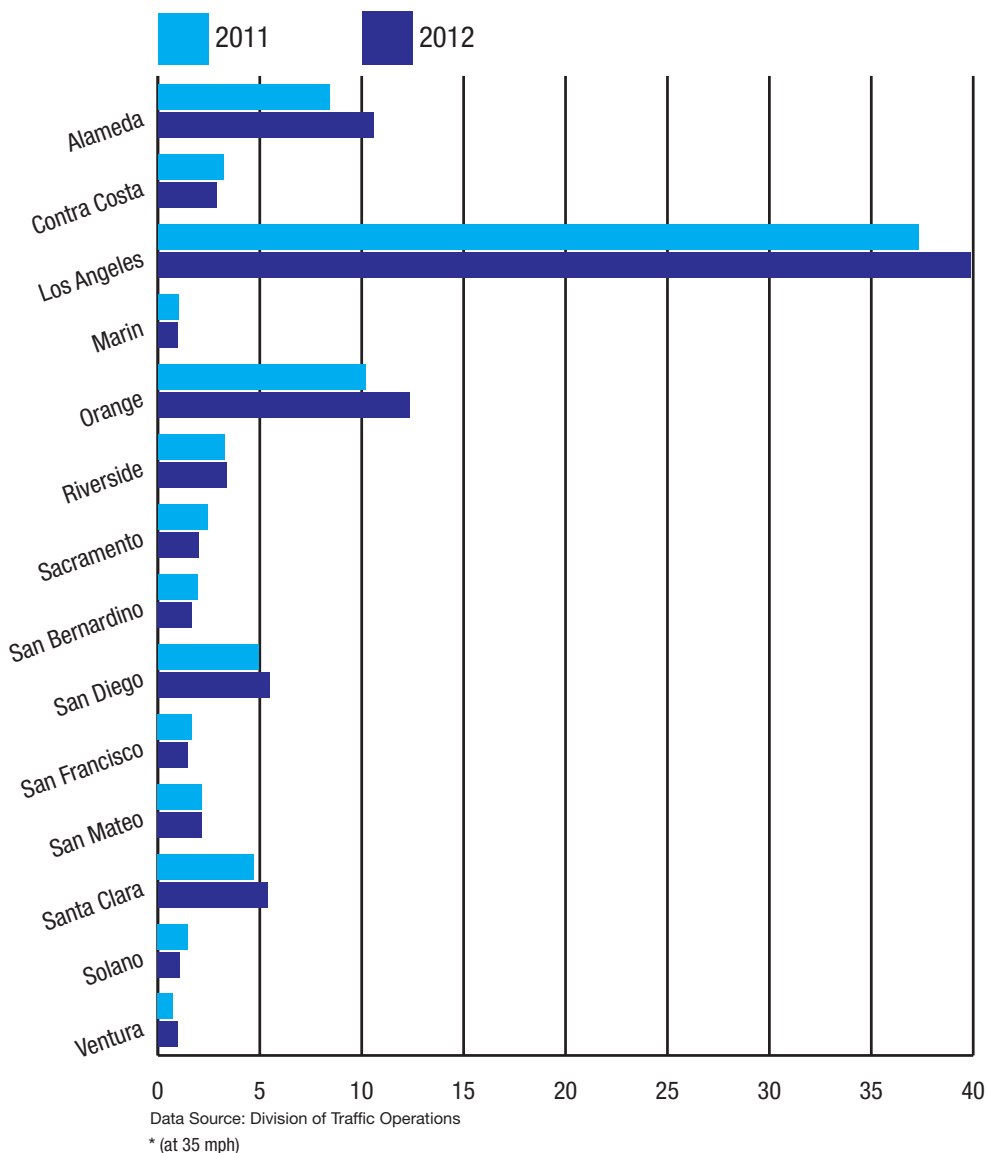
Delay Trend with Associated Costs

Year	2009	2010	2011	2012
Total annual vehicle hours of delay (at 35 mph)	78.9 million	95.7 million	86.5 million	93.7 million
Total annual cost of delay (at 35 mph)	\$1.3 billion	\$1.4 billion	\$1.5 billion	\$1.6 billion

Hourly Cost of Delay provided by the Economic Analysis Branch, Office of State Planning, Division of Transportation Planning

Time Spent in Traffic* for Selected Metro Areas

(in millions of hours)



benefits achieved from highway investments funded by the federal American Recovery and Reinvestment Act and California's 2006 Proposition 1B bond program.

Caltrans' "[Mobility Performance Report](#)" provides detailed data about highway system performance related to congestion and mobility.

In addition to measuring congestion, Caltrans is partnering with local and federal governments to obtain data that measures overall travel times, how reliable California travel time is, how many people travel on a given mile of roadway, and vehicle miles traveled per person relative to population growth.

Most Congested California Freeways

Caltrans measures freeway traffic congestion throughout the state to determine which freeways have the greatest need for improvement. Half of the most congested freeways in the state, listed here, are in Los Angeles County, with Interstate 5 being No. 1.

Route	County	Vehicle Hours of Delay*
5	Los Angeles	6,581,609
405	Los Angeles	5,722,148
101	Los Angeles	4,516,141
60	Los Angeles	4,440,585
5	Orange	3,346,209
10	Los Angeles	3,294,890
210	Los Angeles	3,152,598
405	Orange	3,119,284
580	Alameda	2,648,174
80	Alameda	2,520,715
110	Los Angeles	2,402,760
101	Santa Clara	2,392,486
880	Alameda	2,015,921
91	Riverside	1,888,264
605	Los Angeles	1,878,749
5	San Diego	1,820,953
57	Orange	1,797,855
101	San Mateo	1,648,420
55	Orange	1,460,141
91	Los Angeles	1,402,309
105	Los Angeles	1,344,034

* (at 35 mph) 2012